





Today's  
Advertisements.THE NEW BALMORAL GOLD MINING  
COMPANY, LIMITED.

SHAREHOLDERS are requested to attend a PRIVATE MEETING to be held at the COMPANY'S OFFICE, 1, Duddell Street, on THURSDAY, the 4th instant, at 11 o'clock, to discuss an offer that is under consideration for the purchase of the COMPANY'S PROPERTIES.

By Order of the Board,  
W. HUTTON POTTS,  
Secretary.

Hongkong, 2nd June, 1896. [912]

THE HONGKONG ELECTRIC COMPANY,  
LIMITED.

NOTICE is hereby given that the SEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above COMPANY will be held at the COMPANY'S OFFICE, No. 22, Queen's Road, on SATURDAY, the 20th June, at NOON, for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 30th April, 1896, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to 20th June, both days inclusive.

By Order of the Board of Directors,  
CHAS. F. HARTON,  
Acting Secretary.

Hongkong, 2nd June, 1896. [913]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO  
YOKOHAMA, KOBÉ AND NAGASAKI.  
(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"  
Captain A. HARRIS will leave for the above Ports on THURSDAY, the 3rd instant, at 6 P.M.For Freight or Passage, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 2nd June, 1896. [875]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship"HAITAN,"  
Captain Roach, will be despatched for the above Ports on THURSDAY, the 4th instant, at Noon.For Freight or Passage, apply to  
DOUGLAS LAFRAIR & Co.,  
General Managers.

Hongkong, 2nd June, 1896. [909]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship"TELAMON,"  
Captain Purdy, will be despatched as above on THURSDAY, the 4th instant, at Noon.For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 2nd June, 1896. [848]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.  
THE Company's Steamship"PRINZ HEINRICH,"  
Captain O. C. Weyers, will leave for the above place on THURSDAY, the 4th instant, at 6 P.M.For Freight or Passage, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 2nd June, 1896. [875]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR TIENTSIN.

THE Steamship

"KWEIYANG,"  
Captain Overbridge, will be despatched on WEDNESDAY, the 3rd instant.For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 2nd June, 1896. [914]

CHINA NAVIGATION COMPANY,  
LIMITED.FOR SINGAPORE, BATAVIA, SAMARANG  
AND SOERABAYA.

THE Steamship

"HUPEH,"  
Captain Oat, will be despatched on FRIDAY, the 5th instant.For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 2nd June, 1896. [915]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.  
THE Steamship"BENEDI,"  
Captain Ferguson, is due here on or about 12th instant, and will have quick despatch as above.For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 2nd June, 1896. [917]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "PRINZ HEINRICH,"

The above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed, and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before 4 P.M. THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 8th instant, at 3 P.M.

All Claims must reach us before the 12th instant or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by  
MELCHERS & Co.,  
Agents.

Hongkong, 2nd June, 1896. [876]

Today's  
Advertisements.NIPPON YUSEN KAISHA.  
FOR KOBÉ AND YOKOHAMA.

THE Steamship

"ARTHUR HEAD,"  
Captain Lennard, will be despatched for the above Ports on THURSDAY, the 4th instant, at 5 P.M.For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.

Hongkong, 2nd June, 1896. [916]

Intimations.

DAKIN, CRUICKSHANK &  
COMPANY, LIMITED,VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &amp;c.

DAKIN, CRUICKSHANK &amp; Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 2nd June, 1896. [427]

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE.

AND

SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICE-LISTS,  
with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be required to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINE and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.  
THE HONGKONG DISPENSARY.

Hongkong, 2nd June, 1896. [917]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Shareholders' Accounts, &amp;c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in this paper at least one week before the date of publication, and to send the copy of the paper to the Editor.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learned on application to the Editor.

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## BIRTHS.

At the Government Civil Hospital, Hongkong, on the 2nd instant, the wife of J. COVILL, of a daughter.

On the 2nd May, at 144, Bluff, Yokohama, the wife of M. ENOKKI, of a son.

On the 25th May, at Devonshire Road, Singapore, the wife of W. G. H. MORRELL, of a son.

MARRIAGE.

On the 28th of May, at H.B.M.'s Consulate-General before Sir Nicholas Hansen, H.B.M.'s Consul-General, and afterwards at Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., HARRY HALTON FOX, of H.B.M.'s Consular Service, China, to JOSEPHINE, elder daughter of Captain Thomas BASSETT, of Shanghai.

and bring the constitutional question again before the people and parliament of England in a new form.

Nothing has come, so far, of the ballot in connection with the Sanitary Board and its composition, but we may reasonably hope that the Bill for its mutilation, the first reading of which stands adjourned sine die, will never more be heard of, and that steps will be taken at an early date to fill up the vacant seats on the Board.

After the last disgraceful exhibition of ignorance and partisanship by the official Rump, even the Governor must see that the prolongation of the present state of affairs is highly undesirable. Meanwhile the Plague is progressing merrily. The weekly returns of cases is slowly but steadily increasing, and the disease is no longer confined to the lowest and poorest classes of the Chinese, as it was in 1894. Another private of the Rifle Brigade died yesterday—the second—and neither of the victims were employed on plague work.

We hope the Director of Public Works is satisfied with the result of his experiments with the building material from Tapingshan and that the Government have realized the folly of the creation of a plague centre at Lai-chi-kok, on the very borders of the Colony. There have been, we are informed, over a hundred cases from that neighbourhood lately, and from there it is spreading all over Kowloon. We are told nothing of the proportion of deaths to cases, and yet, we believe, the Government doctors are claiming a larger percentage of cures than in 1894. This plague question is, for the colony and colonists, a very serious matter. Our prosperity depends upon our shipping, and the heaviest taxes we could levy are as nothing compared with the burden which the incompetence of the sanitary authorities and the apathy and indifference of the Government are laying on the shoulders of shippers and shipowners in the shape of liability to quarantine and to quarantine delays and expenses in all the ports with which we trade. How long are our merchants going to stand it?

In connection with the general question of the insanitary state of the colony and the defects in our method of sanitary control there is the very important question of overcrowding. In 1887 and 1888 when the present Health Ordinance was before the Council, overcrowding was recognized as the great and crying evil and the one that stood most in need of immediate attention and of effective remedy. It was then officially announced that a series of measures intended to provide for the better housing of the Chinese population, and that the Government had in hand schemes for extensive reclamation eastward and for light railways to connect the Wanchai district with the centre and western part of the city and facilitate the movement of population in that direction. In 1889 and 1890 the Praya Reclamation scheme was introduced and welcomed as the one effective and certain method of providing against overcrowding. In five years twenty-seven acres of land was to be added to the sea front of the city in the west and centre; the merchants and traders were to move on to it and fill it, leaving hundreds of houses empty on the old Praya and in Queen's Road to relieve the congested state of the city in the rear. A little later there was a positive assurance from General Cameron, during his Acting Governorship, that all the difficulties with the Navy and Military authorities that had for so many years impeded the progress of the colony had been happily adjusted and that the construction of a continuous sea road from west to east, past the Barracks and Naval Yard, was only a question of money and time. There has been time enough and money enough wasted, but there is as yet no sign of any reclamation to the eastward, or in front of the Naval Yard. There is no continuous sea road. There are no trams from Lap Sap Wan to Causeway Bay and no signs of their speedy advent. There has been no movement of population from the centre of the town, except the movement resulting from the clearing of Tapingshan in 1894. That only resulted in increasing the pressure of population elsewhere. Tapingshan will be reconstructed somewhere about the Greek Kalends; not before, unless Providence or promotion should relieve us of Mr. Coopers.

The great work of the Praya Reclamation is proceeding so slowly that it will be ten years from now before it will have any effect in relieving the pressure of population, and by that time the population will have so largely increased that the relief will be inappreciable. The Government is behaving so foolishly, so unsystematically, so illiberally in the matter of new piers and wharfs that one would think the object in view was to drive shipping from the place instead of to draw it hither. It cannot even make adequate provision for the steam launch and boat traffic, pending the completion of the new Praya, and it is unable to formulate any definite idea of how it proposes to deal with the new harbour frontage when it is complete. Are we to have an adequate supply of public wharfs for the steamers erected and maintained at the expense of the colony, or are we to depend on individual effort for our requirements in that respect? Are the wharfs to be at right angles to the Praya or parallel to it? Are they to be of wood or of iron? How is the new sea front to be kept dredged and clear of sand and silt and free from dirt and bad smells? The Government may have ideas, but they have no plans. Helpless, almost hopeless, drift is the only method of progress that the colony knows and where we are drifting to nobody cares. It would appear that in that direction we are better ourselves.

Pending the outcome of the very grave complications in which Great Britain appears to be getting herself involved, in which, as perhaps some of us would like to express it, she is being skillfully entangled by her unfortunates, complications which may mean life or death to us and to hundreds of thousands, let us see what are the questions of more immediate interest. In the solution of which the residents of this colony are directly involved, and about which we would like to have some definite information, and to see some immediate action.

There is no reasonable prospect of any amendment in the colony, either in the direction of a Municipal Council or of an enlargement of the popular element in the Legislative Council. In the first place the question has never been brought before the present Government. Our petitions were addressed to Liberal Ministers and were disposed of by them before they went out of office. In the second place the Colonial Office is too fully occupied with the Cape and British Guianas to attend to the troubles of an insignificant Crown Colony, even if we had petitioned against. There will be nothing done in that direction until we better ourselves.

THE HONGKONG TELEGRAPH.

HONGKONG, TUESDAY, JUNE 2, 1896.

THE WOLF AND THE LAMB.

The special telegram which we published in our last issue, received from our Shanghai correspondent, seems to fit in with and complete other items of news that have been current during the last few days. There was a report from the north within the last week that Russia was bent on forcing war on Japan. There is the item in our last American exchanges that five additional Russian battleships, with cruisers en route, were about to be sent out to the Pacific. There is a significant fact reported from Japan that the war vessels under construction there are being hurried forward with the utmost possible speed and will be afloat and ready for action very much earlier than was originally intended. We have known for some time that Russia was accumulating at Vladivostok guns, stores, and men in numbers very largely in excess of her possible needs unless war were close at hand, or contemplated as probable. This last item of news confirms and completes all the previous fragments, and gives them unity and colour. The day the first news of Russian interference between China and Japan arrived in the colony we took leave to point out that it was the commencement of a duel à la mort between Russia and Japan; that Russia had discerned a lion in her path in the new-risen strength of the Island Empire—with her programme of reform for both Korea and China—and that she would spare no pains to remove that obstacle and would stop at nothing to attain that end. We warned Japan that sooner or later she must fight Russia for her very existence or abandon all her ambitions, and we advised her, if she must fight, to enter on the inevitable contest sooner rather than later; that Russia was then ill-fitted for a severe contest in these waters and might then be tackled with some chance of success. Japan, prudently, if not wisely, has tried concessions, has bent submissively to the dictates of Russia, and her Allies in surrendering her conquests on the mainland and in fixing the amount of the indemnity to be paid. She hoped thus to secure her position in Korea and at first sight it appeared that she had succeeded in attaining both those objects, but she was jockeyed out of Korea and has not resented it, and now, encouraged by her submission, Russia calls on her to withdraw from Formosa. It seems almost incredible that even Russian diplomats should dream of making such an extraordinary demand. It is so completely the story, told over again in real life, of the wolf and the lamb, yet it is consistent with all that has gone before. Russia means to crush, once and for all, or to humble to the dust, a possible antagonist in the Pacific Ocean; a possible and a probable rival for the guardianship of China. Japan was too open, and too frank in her declarations that she would reform and remodel the Empire of China. Think of China in twenty-five years hence, reorganized and revived as Japan could have done it, if she had once obtained the position in Peking that she had at Seoul, free from interruption! There would then have been very little further opportunity of expansion for the Russian Empire.

NOTES AND COMMENTS.

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Pending the outcome of the very grave complications in which Great Britain appears to be getting herself involved, in which, as perhaps some of us would like to express it, she is being skillfully entangled by her unfortunates, complications which may mean life or death to us and to hundreds of thousands, let us see what are the questions of more immediate interest. In the solution of which the residents



## SMALPOX ON A MAIL STEAMER.

On the arrival of the P. & O. steamer *Mirador*, with the mails, from Shanghai this morning she was found to be infected with smallpox. Upon being boarded by the Medical Officer of the Port it was found that one of the European crew was suffering from a severe attack of smallpox, and the steamer was at once ordered to the quarantine station at Shek O. The sick man was taken to the hospital, and as there was no reason to suspect contagion, the first class passengers, four in number, and the mails were landed early this afternoon. The vessel will be thoroughly disinfected, and unless there are fresh cases in the meantime will be released from quarantine to-morrow afternoon.

## THE BRITISH SETTLEMENTS AT TIENTSIN.

The special telegraphic news which we published on the 30th ultimo relative to the success which attended Sir Claude MacDonald's efforts to obtain from the Chinese Government an extension of the British Concession at Tientsin is fully confirmed by the advice which reached us from Shanghai by the *Empress of China* to-day. Tientsin correspondence published in the *Shanghai Mercury* on the evening of the 30th ultimo contains the following reference to this interesting subject:—

That Sir Claude MacDonald, H.M.'s Minister to China, is a man of his word and one not likely to be humbugged by the Chinese is evidenced by the grant of 800,000 mow of land for an extension of the British concession at Tientsin. He has only two interviews with the Chinese Viceroy, Sir Li, and he has already reached the Viceroy's office in that office. H.E. the Viceroy knew all about it almost as soon as the affair was settled. Sir Claude is making the Chinese see the line, and will have no *salutis plene* like a few of his predecessors. He continues in the way he has begun it will not astonish us to hear that the Chinese will be glad to get rid of him and advise Her Majesty's Government to send him back to the Gold Coast. Lord Salisbury has evidently chosen the right man for the right place. British prestige has been won in the way in China since the lamented death of Sir Harry Parkes. What we want at Peking is a man who will not only talk of bringing his ship but act wisely to back up his demands. The question now asked by the Chinese is whether Russia will protest against the concession made by China to Great Britain, as Her Majesty's Government have done in the Russian case at Chifoo. The whole matter seems to me as a storm in a tea-cup. Out of the 800,000 mow of land conceded to England for an extra settlement, 400,000 of it has already been purchased by the Tientsin Municipality.

## HONGKONG RIFLE ASSOCIATION.

On Saturday afternoon seven members competed for the Long Range Cup and Spoon over the 800 and 1000 yards distances, ten shots at each. Private Wilson, R.B., won the Cup for the first time with a total of 78, the Spoon falling to Captain Ferguson, R.B., for highest net aggregate, and Private Wilson, R.B., for highest aggregate with handicap points added. The following were the best scores:—

	800	1000	Total
Private Wilson, R.B.	35	43	78
Mr. W. Drayton	30	40	70
Capt. Ferguson, R.B.	40	30	70
Capt. Kitchin, R.B.	35	35	70
George A. Smith, R.B.	35	35	70

## H. K. V. C. PRIZE MEETING.

Event	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
No. 1—1000 yards (Handicap)	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont
No. 2—500 yards (Handicap)	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont
No. 3—250 yards (Handicap)	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont
No. 4—Aggregate (Net)	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont
No. 5—Aggregate (Handicap)	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont
No. 6—Field Battery	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont
No. 7—Maxim Co.	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont
No. 8—Maxim Co. (Right)	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont
No. 9—Championship	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont
No. 10—Aggregate	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont	Mr. H. A. Lamont

The V.C. Firing and Competition Prizes will be completed for on Saturday 6th instant.

## INTERCOLONIAL SHOOTING MATCHES.

Two matches have recently been shot off by the Hongkong Volunteer Corps (Field Battery), the first against the Company of Militia Artillery at Vancouver, B.C., the second against the 4th Company of the Canadian Artillery, Westminster, B.C. The first was shot off by the Field Battery. Scores as under:—

	100	200	300	Total
Sgt. Lowe	30	30	30	90
Lieut. Chapman	30	30	30	90
Lieut. MacDonald	30	30	30	90
Sgt. MacPhail	30	30	30	90
Gunner Stewart	30	30	30	90
Gunner White	30	30	30	90
Sgt. Haywood	30	30	30	90
Gunner White	30	30	30	90
Lieut. MacDonald	30	30	30	90
Sgt. MacPhail	30	30	30	90
Gunner Stewart	30	30	30	90
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Gunner Stewart	30	30	30	90
Gunner White	30	30	30	90
Sgt. Haywood	30	30	30	90
Gunner White	30	30	30	90



## To be Let.

**TO LET.**  
LARGE GODOWN on KOWLOON  
PRAYA, suitable for the storage of  
GENERAL CARGO or COAL.  
Apply to  
LINSTEAD & DAVIS.  
Hongkong, 4th April, 1896. [616]

**TO LET.**  
DWELLING HOUSES—  
HOUSES in RYON TERRACE.  
FIRST FLOOR, No. 4, BLUE  
BUILDINGS.  
No. 2, MAGDALENE TERRACE—  
MAGAZINE GAP. (BUNGALOW)—  
MAGAZINE GAP.  
Apply to  
THE HONGKONG LAND INVESTMENT  
& AGENCY CO., Ltd.  
Hongkong, 14th May, 1896. [17]

## Shipping.

## STEAMERS.

NAVIGAZIONE GENERALE ITALIANA,  
(FLORIO & RUBATINO UNITED COMPANIES).  
STEAM FOR  
SINGAPORE, PENANG AND BOMBAY.  
Having connection with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN and  
GENOA.

VENICE and TRIESTE, all MEDITERRA-  
NEAN, ADRIATIC, LEVANTINE and  
SOUTH AMERICAN PORTS up to  
CALLAO.  
Taking Cargo at through rates to PERSIAN  
GULF and BAGDAD.

BARCELONA, VALENZA, ALICANTE,  
ALMERIA and MALAGA.

THE Steamship

"RISAGNO,"  
Captain Debon, will be despatched as above  
TO-MORROW, the 3rd instant, at Noon.  
At Bombay the Steamers are discharging in  
VICTORIA DOCK.  
For Further Particulars regarding Freight and  
Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 2nd June, 1896. [870]

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TELAMON,"  
Captain Purdy, will be despatched as above  
TO-MORROW, the 3rd instant, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 2nd June, 1896. [848]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"YUENSANG,"  
Captain W. Waddell, will be despatched as  
above TO-MORROW, the 3rd instant, at 5 P.M.  
This Steamer has Superior Accommodation  
for First-class Passengers.  
For Freight or Passage apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 1st June, 1896. [905]

NIPPON YUSEN KAISHA.

FOR SHANGHAI, JINSEN AND  
NAGASAKI.

(Taking Cargo at through rates to  
VLADIVOSTOK).

THE Steamship

"SATSUMA MARU,"  
Captain F. L. Sommer, will be despatched as  
above TO-MORROW, the 3rd instant, at 5 P.M.  
This Steamer is specially fitted for Passengers,  
with Superior Accommodation.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA.  
Hongkong, 29th May, 1896. [880]

CHINA NAVIGATION COMPANY,  
LIMITED.

FOR SHANGHAI.

THE Steamship

"KAIFONG,"  
Captain Dewar, will be despatched on  
THURSDAY, the 4th June.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 29th May, 1896. [890]

"RICKMERS" REGULAR LINE OF  
STEAMERS.

FOR MARSEILLES, ANTWERP, BREMEN  
AND HAMBURG.

(Taking Cargo at through rates to RED SEA,  
PORTS, MEDITERRANEAN and BLACK  
SEA PORTS).

THE Company's Steamship

"DEIKE RICKMERS,"  
Captain Selgel, will be despatched as above on  
FRIDAY, the 5th June.  
For Freight or Passage, apply to  
ARNHOLD, KARBERG & Co.,  
Agents.  
Hongkong, 22nd May, 1896. [791]

JAVA, CHINA, JAPAN LINE OF  
STEAMERS.

UNDER MANAGEMENT OF THE  
ROYAL PACKET NAVIGATION COMPANY  
OF NETHERLANDS INDIA.

PROPOSED SAILINGS  
(Subject to Alteration).

JAVA, HONGKONG, YOKOHAMA, KOBE,  
AMOI, HONGKONG, SINGAPORE,  
JANG.

FROM HONGKONG.

S.S. Germania..... To JAVA..... 1 June.

S.S. Cassia..... To JAVA..... 1 July.

S.S. Cassia..... To JAPAN..... 1 June.

S.S. Federata..... To JAPAN..... 1 July.

S.S. Germania..... To JAPAN..... 1 August.

General Agents for China & Japan,  
LAUTS, WEGENER & Co.

Hongkong, 27th May, 1896. [885]

## Intimations.

## FOR CONNOISSEURS.

## EXTRA SPECIAL.

## GLEN WHISKY.

BEST VALUE EVER OFFERED.

100 A.I. TONIC

## CHAMPAGNE BITTERS.

THE BEST RESTORATIVE IS

## BOVRIL WINE BOVRIL.

From WATKINS & CO.,

APOTHECARIES' HALL.

PHARMACEUTIC PRODUCTS OF THE FARBWERKE VORM MEISTER,  
LUCIUS & BRUNING HOCHST MAIN.

Dr. KNORR'S LION BRAND  
"ANTIPYRINE."

(DOSE FOR ADULTS 15 TO 35 GRAINS TROY)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE,  
NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSI-  
PELAS, WHOOPING-COUGH, and many other complaints. It is also the very best  
ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S  
ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

## "DERMATOL."

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as  
amazing.

Dr. OVERLACH'S

## "MIGRAININE,"

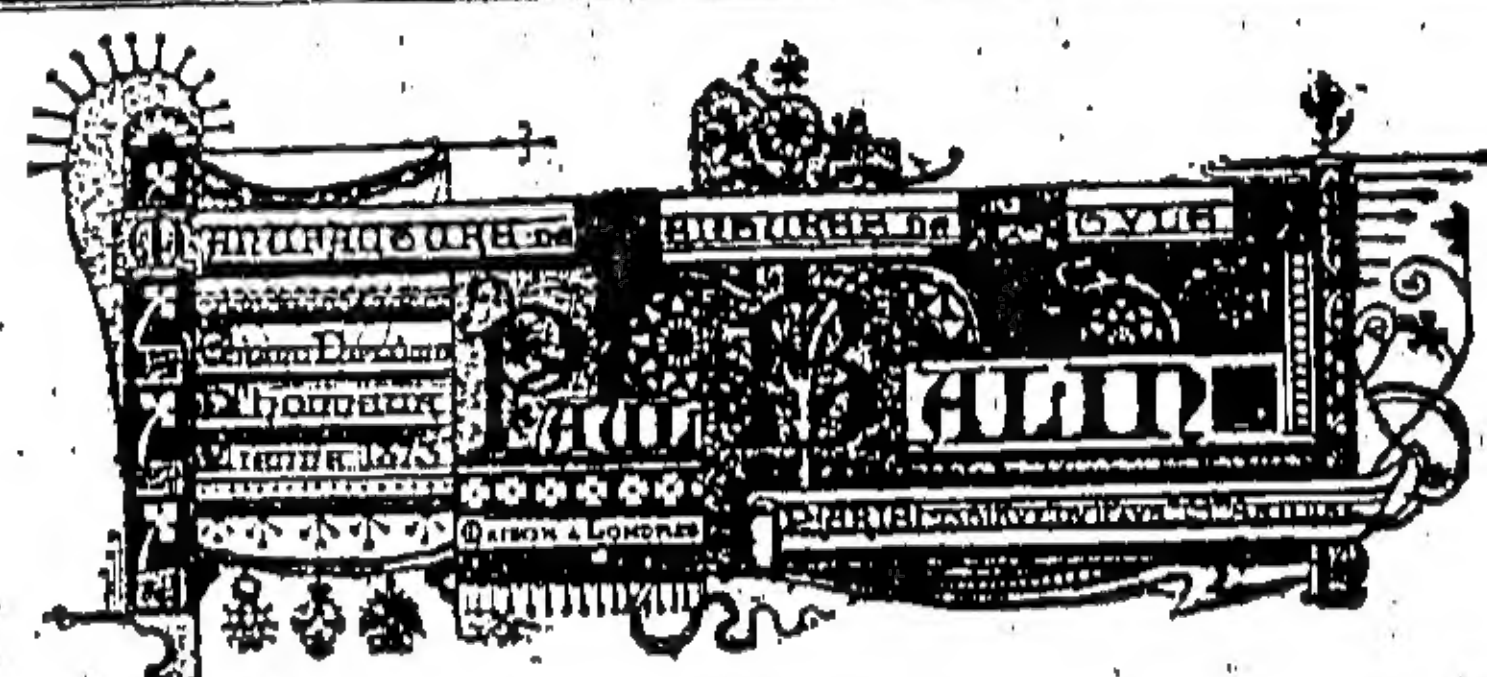
(ANTIPYRINE—CAFFEINE CITRATE)

Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite  
etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING,  
and generally where the administration of other remedies has failed.  
To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!



Apply to JOHN D. HUTCHISON, Esq., Hongkong.

Agents for M. OPPENHEIMER & Co., Paris.

## Shipping.

## STEAMERS.

## AUSTRIAN LLOYD'S STEAM NAVIGATION

COMPANY.  
(UNDER MAIL CONTRACT WITH THE AUSTRIAN  
GOVERNMENT.)

STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KURACHIE, ADEN, SUEZ,  
PORT SAID, BRINDISI, VENICE,  
TRIESTE.

(Taking Cargo at through rates to CALCUTTA,  
MADRAS, PERSIAN GULF, RED SEA, BLACK  
SEA, LEVANT and ADRIATIC PORTS, to  
NAPLES, EAST LONDON, PORT ELIZABETH  
and CAPE TOWN.)

THE Company's Steamship

"VINDOBONA,"  
Captain C. Bellin, will be despatched as above  
on THURSDAY, the 4th June.  
Cargo will not be received on board after 3  
P.M. prior to date of sailing.  
For further information as to Passage and  
Freight, apply to  
SANDER & Co.,  
Agents.  
Hongkong, 29th May, 1896. [780]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND  
PORTS, and taking through Cargo to  
ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

THE Steamship

"AIRLIE,"  
Captain Ellis, will be despatched for the above  
Ports on SATURDAY, the 6th June, at  
Daylight.

This well-known Steamer is specially fitted for  
Passengers, and has a Refrigerating Chamber  
which ensures the supply of Fresh Provisions  
throughout the voyage.  
A Stewardess and a duly qualified Surgeon  
are carried.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 26th May, 1896. [874]

OREGON RAILWAY AND NAVIGA-  
TION COMPANY'S PACIFIC

STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.  
(Subject to Alteration).

Mount Lebanon..... 15th June.

TAKING PASSENGERS AND CARGO FOR UNITED  
STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON,"  
will be despatched hence for HONOLULU,  
VICTORIA, B.C. and PORTLAND, OREGON,  
via KOBE and YOKOHAMA, on MONDAY,  
the 15th June.

Consular Invoices of Goods for United States  
Ports should be in Quadruplicate; and one  
Copy must be sent forward by the Steamer to  
the care of the GENERAL FOREIGN AGENTS,  
Oregon Railway and Navigation Co., Portland,  
Oregon.

For further information as to Passage and  
Freight, apply to  
SHEWAN & Co.,  
Agents.  
Hongkong, 27th May, 1896. [885]

## Shipping.

## STEAMERS.

## "SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"GLAMORGANSHIRE,"  
Captain H. N. Verran, will be despatched as  
above on about SATURDAY, the 6th June.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.  
Hongkong, 30th May, 1896. [893]

OCEAN STEAMSHIP COMPANY,  
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TEUCER,"  
Captain Riley, will be despatched as above on  
MONDAY, the 15th instant.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 1st June, 1896. [924]

THE CHINA MUTUAL STEAM NAVIGA-  
TION COMPANY, LIMITED.

FOR SINGAPORE AND LONDON.

THE Company's Steamship

"HYSON,"  
J. S. Hogg, Commander, will be despatched as  
above on MONDAY, the 22nd instant, at 5 P.M.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 1st June, 1896. [901]

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENALDER,"  
Captain Thomson, will be despatched as above  
early in June.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 22nd May, 1896. [774]

SAILING VESSELS.

FOR NEW YORK.

THE "100 A.I. American Ship

"T. F. OAKES,"  
E. W. Reed, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 26th May, 1896. [790]

FOR NEW YORK.

THE 3/3 L.I. American Ship

"KUCLE,"  
Ballard, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, &c., apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 2nd May, 1896. [795]

FOR SAN FRANCISCO.

THE 100 A.I. British Ship

"SOCOTRA,"  
Rehde, Master, will load here for the above  
Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN & Co.,  
Agents.  
Hongkong, 21st May, 1896. [885]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1896. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 10th June.

EMPEROR OF INDIA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 21st July.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 22nd July.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF  
JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL  
TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent  
FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is  
made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which  
passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia,  
via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months,  
£100.

The attractive features of this Company's route, embraces the PALATIAL STEAMSHIPS,  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition)  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Paddis' Street.

Hongkong, 20th May, 1896.

OCCIDENTAL & ORIEN-  
TAL STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE.

VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu)..... Sunday, 7th June,  
at Daylight.

China (via Nagasaki,  
Kobe, Inland Sea  
and Yokohama)..... Thursday, 21st June,  
at Noon.

Pure (via Nagasaki,  
Kobe, Inland Sea,  
Yokohama and Hon-  
olulu)..... Sunday, 12th July,  
at Daylight.

THE U.S. Mail Steamship

"CITY OF PEKING,"  
will be despatched for SAN FRANCISCO, via  
NAGASAKI, KOBE, INLAND SEA, YOKO-  
HAMA and HONOLULU, on SUNDAY, the  
7th June, 1896, at Daylight, taking Passengers  
and Freight for Japan, the United States, and  
Europe.

Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic Lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates may be  
obtained on application.

Passengers holding through ORDERS TO  
EUROPE have the choice of Overland Rail  
Routes from San Francisco, including the  
SOUTHERN PACIFIC CENTRAL PACIFIC  
UNION PACIFIC, DENVER and RIO  
GRANDE, and NORTHERN PACIFIC RAIL-  
WAYS; also the CANADIAN PACIFIC RAIL-  
WAY on payment of £4 in addition to the  
regular tariff rate.

Particulars of the various routes can be  
had on application.

Special rates (first class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in the service of China and Japan, and to  
Government officials and their families.

Passengers who have paid full fare, re-embar-  
king at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.

All PARCEL PACKAGES should be marked to  
address in full; and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

Consular Invoices to accompany Cargo de-  
stined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight &  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 2nd June, 1896. [924]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MER-  
CHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RIG-BRAND.  
HARTMANN'S GREY PAINT.  
DAMLER'S PATENT MOTOR LAUNCHES.  
&c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1896. [940]

## Mails.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL and  
AMERICAN PORTS.

THE Steamship

"MIRZAPORE,"  
Captain J. R. London, R.N.R., carrying Her  
Majesty's Mails, will be despatched from this  
BOMBAY, &c., on THURSDAY, the 4th  
June, at Noon, taking Passengers and Cargo  
for the above Ports. This steamer connects at  
Bombay with the S.S. *Prins Heinrich*, leaving that  
port on the 26th June for London direct.

Silk, and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London;  
other Cargo for London, &c., will be conveyed  
via Bombay.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required to be  
Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.

For further Particulars apply to  
H. A. RITCHIE,  
Superintendent.

Hongkong, 21st May, 1896. [431]

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.

VIA INLAND SEA OF JAPAN.

The attention of Passengers is directed to  
the very cheap rates offered by this Line  
to the PACIFIC COAST and to the INTERIOR and  
EASTERN CITIES of the UNITED STATES and  
CANADA and to EUROPE.

HONGKONG TO LONDON \$400.  
Excellent accommodation. First-class Table,  
DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK \$350.  
The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK route. Passen-  
gers to EUROPE may proceed by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.

PROPOSED SAILINGS FROM  
HONGKONG.  
(SUBJECT TO ALTERATION.)

Braemar..... 3.601 Friday..... 1 June 1.

Tacoma..... 3.549 Tuesday..... 1 June 23.</